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CHINA MAIL.  
SATISFACTION ASSURED.  
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May 23, 1921, Temperature 70

ESTABLISHED 1845

Barometer 29.70

Rainfall 0.10 inch

Humidity 99

May 23, 1920, Temperature 70

No. 18,235

一拜禮

號三十月五年

一九二一年

HONGKONG, MONDAY, MAY 23, 1921

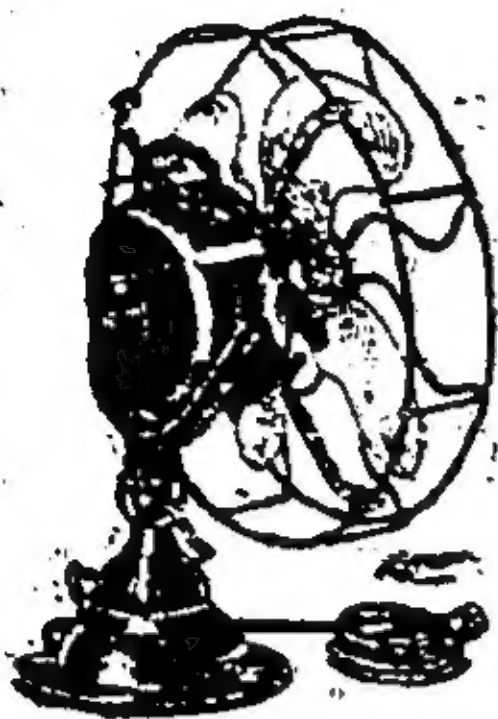
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## BUSINESS NOTICES

### FANS.

BE PREPARED FOR THE HOT WEATHER.  
BUY NOW.



LARGE STOCKS.

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Queen's Buildings. Tel. 518.

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Scientific Instruments.

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THE DANISH CHINESE COMMERCIAL CO., LTD.

1A, Chater Road.

Those who deal with us may be assured of the  
following advantages.

FRESH STOCK,

REASONABLE PRICES,

VARIOUS BRANDS TO CHOOSE FROM AND  
ORDERS WILL RECEIVE PROMPT & CAREFUL  
ATTENTION.

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38-40, Queen's Road Central,

HONGKONG.

ROUYER, GUILLET & CIE.  
COGNAC.

SOLE AGENTS:

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EXPERIENCE

has taught us that it is wise

WHEN BUYING A WATCH

to consider quality before price.

We have a stock of Pocket and

Wrist Watches of quality

THAT SATISFY!

J. ULLMANN & CO.

Watchmakers. Est. 1843.

## TODAY'S CABLES.

(Reader's Service to the China Mail)

### NEW WAR.

POLISH REINFORCEMENTS INVADE UPPER SILESIA.

### GERMANS ATTACK.

BERLIN, May 23.

A message from Oppeln states that Polish reinforcements invaded Upper Silesia. Severe fighting occurred near Rosenberg. The insurgents were forced to evacuate several villages. The situation at present is obscure. The Daily Mail's correspondent with the German forces in a message indicative of the changing times reports that Germans attacked near the Oder and are elated at their success in the first operation of the war. During the invasion there has also been fighting at Kreuzburg, Raibitz, and Krapitz with numerous casualties. In a message from Berlin it is reported that the Government has again protested against the raising of volunteers for Silesia but it is incapable of restraining them.

### GOVERNMENT COURTING BRITISH APPROVAL.

LONDON, May 22.

France last night presented a new note to Britain pointing out the danger of the situation in upper Silesia becoming more serious owing to the persistence of the German corps which is constantly being reinforced and the state of mind of the workmen who may turn Bolshevik, and the difficulties intervening between the executive of the Polish movement and the Germans. France therefore proposes that Britain and France jointly urge the German Government to execute the measures it announced and in this connection invite Lord D'Abernon to support the steps taken by the French Ambassador in Berlin.

### EMPIRE POLICY.

GENERAL SMUTS STATES SOUTH AFRICA'S ATTITUDE.

### THE ANGLO-JAPANESE ALLIANCE.

CANBERRA, May 22.

In the Assembly, General Smuts, in the course of an important statement with regard to the impending meeting of the prime ministers of the Empire in London, declared that the policy of the British Empire should be directed to attaining real world peace. He advocated a return to the traditional British policy as far as possible of keeping out of continental entanglements and urged that the British Empire make a last effort to get Europe out of the rut in which she is drifting to final disaster. If the British Empire laid down her own peaceful policy not dictated by partisan or outside considerations but entirely by considerations of securing the peace and prosperity of the world, and if America backed the Empire in this, he was sure it would be possible even at this late hour to secure world peace.

### NAVAL DEFENCE OF THE EMPIRE.

General Smuts continued that the Empire's foreign policy should be to try to remove feelings which were keeping asunder the countries of Europe, and establish normal conditions on the Continent. With regard to the question of renewal of the Anglo-Japanese Alliance a paramount consideration was to secure as far as possible British and American understanding and co-operation. The treaty should not be renewed unless we could satisfy America by a form of treaty that no harm to her interests could follow its renewal. South Africa had only a small interest in the question of naval defence of the Empire as vital spots for defence were in other waters than those of South Africa. The correct policy for South Africa was more and more to become responsible for her coast defence.

### HOME NEWSPAPER'S COMMENT.

LONDON, May 23.

As regards the speeches of Mr. Hughes and General Smuts, the Daily Telegraph points out that both statesmen emphasise that the forthcoming meeting of Empire premiers is very important in view of the discussions of new constitutional relations. The journal urges that the question of greatest immediate moment as regards the Empire's naval defences is the Anglo-Japanese alliance. It says that hitherto Japan has proved itself a solid guarantee of our imperial interests in the Pacific and has materially lightened the burden of our defence policy there. It says that the absolute right of the Dominions to a voice in deciding the question is not denied and is undeniable. Our confident hope is that a solution in the sense outlined by Mr. Hughes will be achieved.

### FIRST TEST MATCH.

EIGHT MEN WHO WILL PLAY.

LONDON, May 22.

The following eight players have been definitely selected for the first test match—Douglas (captain), Knight, Rhodes, Hendren, Woolley, Holmes, H. Howell, and Richmond (wicket-keeper). Another player will be chosen on May 24, either Jupp or E. Tyldesley who were invited to attend at Nottingham to complete the side.

### LEAGUE OF NATIONS.

COUNCIL MEETING POSTPONED A WEEK.

GENEVA, May 22.

The meeting of the Council of the League of Nations has been postponed from June 9 until June 17 to enable representatives of states some of whom had important engagements on June 9 to attend the session.

### FRENCH LAWN TENNIS.

MEN'S SINGLES CHAMPIONSHIP.

PARIS, May 22.

In the challenge round of the men's singles lawn tennis championship of France Samazeuilh beat Gobert, the holder, by 6-3 6-2 6-7 5-7.

## THE DOLLAR.

To-day's closing rate 2/5 3/8

To-day's opening rate 2/5 3/8

## CONFIDENCE TRICKS.

GREED MAKES VICTIMS.

WOMEN WHO TAKE A CHANCE.

The old, old story was told the police by a Chinese woman who was the victim of a confidence-trick in Yau-mat on Saturday. About 2 p.m., according to her tale of woe, she was walking near the Sincere store in Shanghai Street, when she was accosted by two men who declared that they had found a bundle of notes on a steam launch, but did not know where to get them changed, as they were strangers to Yau-mat, having come down from Canton only a few days ago. The woman agreed to change the money for the strangers, handing them as security eight pieces of jewellery, valued at \$115. She had not gone far before she discovered that the parcel contained the usual waste paper. Naturally when she returned to the agreed rendezvous the men were gone.

In view of the many frauds of this description practised locally, a China Mail reporter asked an old member of the Police Force for his opinion, and was informed that in most cases it was not simplicity but greed which make confidence tricks possible. Women always took a chance, and in the rare event of the notes being genuine, disappeared. However, never had the police heard of such a case.

## NO JURISDICTION.

JAIL SENTENCE ANNULLED.

OPUM CASE TO BE TRIED AT WUCHOW.

Mr. C. F. Mason, solicitor, this morning applied to Magistrate Orme for a rehearing of the case in which a Chinese, formerly of H.M.S. "Moonlight" was last week sentenced to twelve months imprisonment with hard labour for the unlawful possession of opium on board the vessel at Wuchow. Mr. Mason said that he was making the application on the ground that as the opium was found at Wuchow the defendant did not come within the jurisdiction on the local Court.

The Magistrate, who agreed, said that he had re-considered the case since sentence was passed and had decided to return the defendant to his ship with the advice that he be taken to Wuchow to be dealt with there by Chinese authorities. He thought that the opium should be taken to Wuchow with the defendant.

Sub-Inspector Tim Murphy: On condition that it comes back to Hongkong after the case?

The Magistrate: No, it does not come within our jurisdiction, and must therefore go to the Chinese authorities.

The defendant was ordered to return to his ship.

## CHINA'S RAILWAYS.

CANTON-HANKOW LINE.

FINANCE ARRANGEMENTS.

A definite arrangement has been reached with regard to financing the construction of the Hunan Section of the Canton-Hankow Railway. The Committee on Railway Finance proposes to apportion the cost of constructing the line from Chuchow to Hengchow, which is estimated at \$14,110,000, among the following lines:

Peking-Hankow Line	\$130,000
Tientsin-Pukow Line	120,000
Peking-Tientsin Line	150,000
Peking-Suiyuan Line	30,000
Total	\$430,000

These sums are to be handed over by the respective railways direct to the Canton-Hankow Railway Administration, beginning this month. In three years the payments will amount to \$14,400,000. After 1924, the same line will supply funds for laying road-bed from Hengchow to Hsin-kang and building the necessary bridges and tunnels. The monthly total will then be decreased to \$200,000 for the fourth and fifth year, and \$190,000 for the sixth year. These sums will be accounted for in the accounts of the Ministry as surpluses of the four existing lines.

At present the Hunan Section of the Canton-Hankow Railway reaches from Wuchang to Chuchow and measures 262 miles. The Chuchow-Hengchow section will be 81 miles in length, and the Hengchow-Hsin-kang section about 121 miles. In Kwangtung, about 232 miles of road (equivalent to 70 miles) has not yet been finished.

## BUSINESS NOTICES

### FOR GOOD VALUE.

"LUXITE" SILK & HOSE cannot be bettered. From new stock just to hand we are now selling at lower price than anywhere in Colony:—

"LUXITE" SILK & HOSE, in Cordovan, Gunmetal, Navy, Champagne, Grey, Black or White at

\$3.00

Per Pair.

MACKINTOSH & CO. Men's Wear Specialists. 16 Des Voeux Rd. Phone 29.

WE ARE NOW CARRYING STOCKS OF HIGH CLASS DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road.

Tel. 345

Tel. 345

### "ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND

SOLD IN THE COLONY.

One-pound Packets from Store-keepers,

The Blue Bird and

The Graeco Egyptian Tobacco Store.

Or from

The Gledale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

## JUST RECEIVED

A LARGE CONSIGNMENT OF

KODAKS

FILMS & ACCESSORIES

ALSO

DEVELOPING & PRINTING

BY EXPERTS

WITH

PROMPT SERVICE

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THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

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ESTABLISHED 1900.

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TAILORS

ALEXANDRA BUILDING, TEL. 2943.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 634.

Tel. 634.



## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY, May 25, 1921,  
commencing at 12 o'clock (noon)  
at their Sales Rooms, Duddell Street,  
1 Plymouth Rock and 3 Hens,  
1 Leghorn and 2 Hens.  
On view on day of sale.  
Terms—Cash on delivery.

LAMMERT BROS.,  
Auctioneers.

Hongkong, May 21, 1921.

BY ORDER OF THE MORTGAGEES

MESSRS. LAMMERT BROS., are  
instructed to sell

the S.S. "KAM MA"

as the now lies in the Typhoon Refuge,  
at YAU MATI,

by

PUBLIC AUCTION,

on  
THURSDAY,  
the 26th day of May, 1921, at 3 p.m.  
IN ONE LOT  
at their Auction Rooms in Duddell  
Street.

The Ship is a Wooden ship of approximately 1800 tons capacity with accommodation for about 800 Chinese Passengers now nearing completion. For particulars to view apply to Messrs. LAMMERT BROS., the Auctioneers.

For further particulars—

Apply to:

Messrs. JOHNSON STOKES

&amp; MASTER,

Solicitors, &amp;c., Hongkong.

Or to

THE AUCTIONEERS.

Hongkong, May 6, 1921.



PALACE MOTOR Co., Ltd.

Phone Central 644

Western Branch 3143

Kowloon Branch 8307

New Cars For Hire &amp; For Sale.

Private Cars garaged.

Repairing Cars a Speciality.

FARES FOR PUBLIC

VEHICLES.

## CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour.....10 cents

Half hour.....20 "

One hour.....30 "

Three hours.....70 "

Six hours.....100 "

Day (6 a.m. to 6 p.m.).....\$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour.....0.60 cents

Three hours.....\$1.00

Six hours.....1.50

Day (6 a.m. to 6 p.m.).....2.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour.....\$0.15

Half hour.....0.30

One hour.....0.50

Two hours.....0.80

Three hours.....1.00

Six hours.....1.50

Day (6 a.m. to 6 p.m.).....2.00

## RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes.....5 cents

Quarter hour.....10 "

Half hour.....15 "

One hour.....20 "

Every subsequent hour.....30 "

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour.....5 cents

Half hour.....15 "

Hour.....20 "

Every subsequent hour.....30 "

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the ricksha be engaged for a longer time than

4th mile.....75 cents—1 hour.

return.....\$1.00—1.5 hours.

Beyond 4th to 6th mile.....5 hours.

single.....\$1.50—5 hours.

return.....\$1.50—5 hours.

Beyond 6th to 8th mile.....5 hours.

single.....\$2.00—5 hours.

return.....\$2.00—5 hours.

Beyond 8th to 11th mile.....5 hours.

single.....\$2.50—5 hours.

return.....\$2.50—5 hours.

Beyond 11th to 14th mile.....5 hours.

single.....\$3.00—5 hours.

return.....\$3.00—5 hours.

Beyond 14th to 17th mile.....5 hours.

single.....\$3.50—5 hours.

return.....\$3.50—5 hours.

Beyond 17th to 20th mile.....5 hours.

single.....\$4.00—5 hours.

return.....\$4.00—5 hours.

Beyond 20th to 23rd mile.....5 hours.

single.....\$4.50—5 hours.

return.....\$4.50—5 hours.

Beyond 23rd to 26th mile.....5 hours.

single.....\$5.00—5 hours.

return.....\$5.00—5 hours.

Beyond 26th to 29th mile.....5 hours.

single.....\$5.50—5 hours.

return.....\$5.50—5 hours.

Beyond 29th to 32nd mile.....5 hours.

single.....\$6.00—5 hours.

return.....\$6.00—5 hours.

Beyond 32nd to 35th mile.....5 hours.

single.....\$6.50—5 hours.

return.....\$6.50—5 hours.

Beyond 35th to 38th mile.....5 hours.

single.....\$7.00—5 hours.

return.....\$7.00—5 hours.

Beyond 38th to 41st mile.....5 hours.

single.....\$7.50—5 hours.

return.....\$7.50—5 hours.

Beyond 41st to 44th mile.....5 hours.

single.....\$8.00—5 hours.

return.....\$8.00—5 hours.

Beyond 44th to 47th mile.....5 hours.

single.....\$8.50—5 hours.

return.....\$8.50—5 hours.

Beyond 47th to 50th mile.....5 hours.

single.....\$9.00—5 hours.

return.....\$9.00—5 hours.

Beyond 50th to 53rd mile.....5 hours.

single.....\$9.50—5 hours.

return.....\$9.50—5 hours.

Beyond 53rd to 56th mile.....5 hours.

single.....\$10.00—5 hours.

return.....\$10.00—5 hours.

Beyond 56th to 59th mile.....5 hours.

single.....\$10.50—5 hours.

return.....\$10.50—5 hours.

Beyond 59th to 62nd mile.....5 hours.

single.....\$11.00—5 hours.

return.....\$11.00—5 hours.

Beyond 62nd to 65th mile.....5 hours.

single.....\$11.50—5 hours.

return.....\$11.50—5 hours.

Beyond 65th to 68th mile.....5 hours.

single.....\$12.00—5 hours.

return.....\$12.00—5 hours.

Beyond 68th to 71st mile.....5 hours.

single.....\$12.50—5 hours.

return.....\$12.50—5 hours.

Beyond 71st to 74th mile.....5 hours.

single.....\$13.00—5 hours.

return.....\$13.00—5 hours.

Beyond 74th to 77th mile.....5 hours.

single.....\$13.50—5 hours.

return.....\$13.50—5 hours.

Beyond 77th to 80th mile.....5 hours.

single.....\$14.00—5 hours.

return.....\$14.00—5 hours.

Beyond 80th to 83rd mile.....5 hours.

single.....\$14.50—5 hours.

return.....\$14.50—5 hours.

Beyond 83rd to 86th mile.....5 hours.

single.....\$15.00—5 hours.

return.....\$15.00—5 hours.

Beyond 86th to 89th mile.....5 hours.

single.....\$15.50—5 hours.

return.....\$15.50—5 hours.

Beyond 89th to 92nd mile.....5 hours.

single.....\$16.00—5 hours.

return.....\$16.00—5 hours.

Beyond 92nd to 95th mile.....5 hours.

single.....\$16.50—5 hours.

return.....\$16.50—5 hours.

Beyond 95th to 98th mile.....5 hours.

single.....\$17.00—5 hours.

return.....\$17.00—5 hours.

Beyond 98th to 101st mile.....5 hours.

single.....\$17.50—5 hours.

return.....\$17.50—5 hours.

Beyond 101st to 104th mile.....5 hours.

single.....\$18.00—5 hours.

return.....\$18.00—5 hours.

Beyond 104th to 107th mile.....5 hours.

single.....\$18.50—5 hours.

return.....\$18.50—5 hours.

Beyond 107th to 110th mile.....5 hours.

single.....\$19.00—5 hours.

return.....\$19.00—5 hours.

Beyond 110th to 113th mile.....5 hours.

single.....\$19.50—5 hours.

return.....\$19.50—5 hours.

Beyond 113th to 116th mile.....5 hours.

single.....\$20.00—5 hours.

return.....\$20.00—5 hours.

Beyond 116th to 119th mile.....5 hours.

single.....\$20.50—5 hours.

return.....\$20.50—5 hours.

Beyond 119th to 122nd mile.....5 hours.

single.....\$21.00—5 hours.

return.....\$21.00—5 hours.

Beyond 122nd to 125th mile.....5 hours.

single.....\$21.50—5 hours.

return.....\$21.50—5 hours.

Beyond 125th to 128th mile.....5 hours.

single.....\$22.00—5 hours.

return.....\$22.00—5 hours.

Beyond 128th to 131th mile.....5 hours.

single.....\$22.50—5 hours.

return.....\$22.50—5 hours.

Beyond 131th to 134th mile.....5 hours.

single.....\$23.00—5 hours.

return.....\$23.00—5 hours.

Beyond 134th to 137th mile.....5 hours.

single.....\$23.50—5 hours.

return.....\$23.50—5 hours.

Beyond 137th to 140th mile.....5 hours.

single.....\$24.00—5 hours.

return.....\$24.00—5 hours.

Beyond 140th to 143th mile.....5 hours.

single.....\$24.50—5 hours.

return.....\$24.50—5 hours.

Beyond 143th to 146th mile.....5 hours.

single.....\$25.00—5 hours.

return.....\$25.00—5 hours.

Beyond 146th to 149th mile.....5 hours.

single.....\$25.50—5 hours.

return.....\$25.50—5 hours.

Beyond 149th to 152th mile.....5 hours.

single.....\$26.00—5 hours.

return.....\$26.00—5 hours.

Beyond 152th to 155th mile.....5 hours.

single.....\$26.50—5 hours.

return.....\$26.50—5 hours.

Beyond 155th to 158th mile.....5 hours.

single.....\$27.00—5 hours.

return.....\$27.00—5 hours.

Beyond 158th to 161th mile.....5 hours.

single.....\$27.50—5 hours.

return.....\$27.50—5 hours.

Beyond 161th to 164th mile.....5 hours.

single.....\$28.00—5 hours.

return.....\$28.00—5 hours.

Beyond 164th to 167th mile.....5 hours.

single.....\$28.50—5 hours.

return.....\$28.50—5 hours.

Beyond 167th to 170th mile.....5 hours.

single.....\$29.00—5 hours.

return.....\$29.00—5 hours.

Beyond 170th to 173th mile.....5 hours.

single.....\$29.50—5 hours.

return.....\$29.50—5 hours.

Beyond 173th to 176th mile.....5 hours.

single.....\$30.00—5 hours.

return.....\$30.00—5 hours.

Beyond 176th to 179th mile.....5 hours.

single.....\$30.50—5 hours.

return.....\$30.50—5 hours.

Beyond 179th to 182th mile.....5 hours.

single.....\$31.00—5 hours.

return.....\$31.00—5 hours.

Beyond 182th to 185th mile.....5 hours.

single.....\$31.50—5 hours.

return.....\$31.50—5 hours.

Beyond 185th to 188th mile.....5 hours.

single.....\$32.00—5 hours.

return.....\$32.00—5 hours.

Beyond 188th to 191th mile.....5 hours.

single.....\$32.50—5 hours.

return.....\$32.50—5 hours.

Beyond 191th to 194th mile.....5 hours.

single.....\$33.00—5 hours.

return.....\$33.00—5 hours.

Beyond 194th to 197th mile.....5 hours.

single.....\$33.50—5 hours.

return.....\$33.50—5 hours.

Beyond 197th to 200th mile.....5 hours.

single.....\$34.00—5 hours.

return.....\$34.00—5 hours.

Beyond 200th to 203th mile.....5 hours.

single.....\$34.50—5 hours.

return.....\$34.50—5 hours.

Beyond 203th to 206th mile.....5 hours.

single.....\$35.00—5 hours.

return.....\$35.00—5 hours.

Beyond 206th to 209th mile.....5 hours.

single.....\$35.50—5 hours.

return.....\$35.50—5 hours.

Beyond 209th to 212th mile.....5 hours.

single.....\$36.00—5 hours.

return.....\$36.00—5 hours.

Beyond 212th to 215th mile.....5 hours.

single.....\$36.50—5 hours.

return.....\$36.50—5 hours.

Beyond 215th to 218th mile.....5 hours.



## Hughes & Hough

ARCHITECTS TO THE GOVERNMENT  
AND ADMIRALTY.

Coal Contractors  
General Brokers.

### PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction,  
(for account of the concerned),

**WEDNESDAY,**  
May 25, 1921, commencing at  
3.30 p.m., at their Sales Rooms,  
No. 5, Des Vaux Road, Corner of  
Ica House Street.

**TEAKWOOD AND BLACKWOOD  
FURNITURE, BRASS AND TEAK-  
WOOD TWIN BEDSTEADS,  
CARPETS,**  
etc., etc.

comprising—

Dining Suites, Chesterfield Sofas,  
Arm-chairs (new), Card and Occasional  
Tables, Teakwood, Twin Bedsteads,  
large and small Wardrobes, Dressing  
Tables and Chairs, Washstands, &c.,  
(famed Teakwood), Sideboards, Dinner  
Wagons, Dining Services, Crockery, &  
Glass Ware, Cooking Stoves, Cutlery,  
&c., Bath Room Utensils, Electro-plated  
Ware, One American Ice Chest.  
Electric Reading Lamps, Screens,  
Sundry Blackwood Furniture, Chairs,  
Cabinets, Pictures, &c.  
(Full Particulars from Catalogue).  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, May 19, 1921.

THE Underigned have received instructions to sell by Public Auction,  
Subject to Reserve,

**SATURDAY,**  
May 28, 1921, at 10.30 a.m.,  
at Royal Army Service Corps Pier.

**W. D. Vessel "HERCULES"**

Length—85 feet.  
Beam—37 " 2 inches.  
Depth—10 " 3 "

Displacement Tonnage 170 Tons.  
Engine—Cox's Fairmouth.  
Horse Power—350 H.P.

Knots 10. Working Pressure per  
square inch 150 lbs.

Built at Falmouth.

Materials of Construction Wood to  
water line Iron Plate.

Approximate Carrying Capacity 25  
Tons or 100 Passengers.

As the now lies.

A detailed list of fittings to be sold  
with the ship may be seen at these  
offices.

The vessel will be open to inspection  
from TODAY to the day of sale in-  
clusive between hours of 10 a.m. and  
4 p.m.

Permits for inspection will be issued  
on application at the Auctioneers.  
Ship may not be viewed without  
permit.

Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers to the Government.  
Hongkong, May 20, 1921.

**KERMATH**

Dependable Marine  
Engines

If you are looking for a depend-  
able engine—one that will always  
run, will economize fuel, and is  
standardized in every part you  
want a Kermath.

Kermath dependability is a by-  
word among Kermath users.

4 to 40 H.P., 4 cylinder, 4 cycle  
Engines only.

Price: \$250-\$1,450, Detroit

**Jardine, Matheson & Co.**  
SHANGHAI, CHINA.

**Kermath Manufacturing Co.**  
Detroit, Michigan

Cable Address: KERMATH

**CAUSE OF DESPONDENCY.**

DESPONDENCY is often caused by  
indigestion and constipation, and  
quickly disappears when Chamberlain's  
Tablets are taken. These tablets  
strengthen the digestion and move the  
bowels. For sale by all Chemists and  
Storekeepers.

**WANTED.**

**WANTED.**—To PURCHASE South  
China Morning Post Shares.  
Apply A.B.C. c/o "CHINA MAIL."

**YOUNG ENGLISHMAN, seeks**  
position as General Assistant,  
Traveller, or any position of trust.  
Commercial experience. Bookkeeping  
and general office routine. Excellent  
references. Now disengaged. Please  
reply Box 1230, c/o "CHINA MAIL."

**FOR SALE.**

**FOR SALE.**—ONE or TWO LOTS of  
LAND, in Jordan Road, Kowloon,  
about seven minutes by Ricksha from  
Ferry. For plan & further particulars  
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## INTIMATIONS

### OFFICIAL NOTICE.

Proposal To Change Steamer's Name.

I, H. M. H



# WATSON

## E

### OLD BROWN BRANDY

THE  
PEG O' MY HEART



**A. S. WATSON & CO. LTD.**  
HONGKONG.

# Wm. Powell Ltd.

TELEPHONE 346

## JUST RECEIVED.

A CONSIGNMENT OF

### LADIES' AND CHILDREN'S BATHING SUITS

ALSO

### BATHING CAPS.

NEW STOCKS OF  
TOWELS

FOR  
BATHING PICNICS.

We Specialize in  
Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

INSPECTION SOLICITED

**DER A WING & CO.**  
60, Des Voeux Road, CENTRAL.

#### BIRTHS.

**STUBBS**—On May 21, at Government House, Hongkong, Lady Stubbs, a daughter.

**SOUSA**—On May 23 at the French Convent Hospital to Dr and Mrs. Bernardo de Sousa, a daughter.

**LITTLE**—On May 12, 1921, at Hampstead, London, the wife of E. Martin Little, a daughter.

**JAROSKE**—On May 16, 1921, at Shanghai, to Mr. and Mrs. Harold P. Jaroske, a son. (Maurice Leslie).

#### DEATHS.

**SLEE**—On May 16, 1921, at Shanghai, Edwin Alexander Snee, aged 43 years.

**REMEDIOS**—On May 17, 1921, at Shanghai, Margarida Maria, aged seven years, beloved daughter of Mrs. Consuelo Maria dos Remedios.

**SOPOLIS**—On May 17, 1921, at Shanghai, Demetrius George Sopolis of Samos, Greece, aged 70 years.

**The China Mail.**  
"TRUTH, JUSTICE, PUBLIC SERVICE"

Electricity, Monday, May 23, 1921.

#### H.E.'S ERRAND.

No official notice whatever has been taken of our advice, our gravely urged advice, published on Friday, that the Government should issue such a statement concerning the Exhonoratory award to Peking as would put an end to the alarmist rumours current among the Cantonese, and to the bad feelings thereby

caused. This we regret. We had reasons for offering it that we did not then disclose. A sense of our responsibilities, our patriotic responsibilities especially, was strong within us. It is not a grateful task for Englishmen to discuss before foreigners, in any way tending to discredit them, the actions of British officials. It is preferable to have those officials justify their actions, or explain them, in their own way. Persistent and sensational rumours had been reaching us from Chinese friends of which the *Canton Times* rumours that we used as a text were but a pale reflection. We were, with these private informations in mind, much relieved when the Acting Colonial Secretary assured us that the rumours we did quote were "utter rot to which no sensible person would pay attention." Retaining our faith in the integrity and honesty of British principles, we were glad to ignore his statement that he didn't know what the Governor's errand was, and we pinned our faith to his obvious disbelief, shared by ourselves, that the Governor's errand could have anything to do with getting South China concessions from the North China Government—which, presumably, would not be averse from giving away what it does not possess.

At such a time, and in such circumstances, it would be as wrong to ask Peking for concessions within Canton's jurisdiction as it was to buy the Kwangtung coal rights from the Kwangtung Government. And in any case we could not bear the thought that our Governor's functions should be suspected of any admixture with concern for concession hunting.

A brief official statement, assuring the Cantonese that the Governor's errand north had no remotest connection with Kwangtung affairs, was what we hoped for and asked for.

Because it is not forthcoming is no reason for believing that such a denial could not honestly have been made. Not for an instant would we suggest that. We recognize that official aloofness from Press and Public—the contempt that considers public rumours beneath the notice of "sensible persons"—is as likely to account for the silence still maintained, a silence which, we truly and honestly believe, may have disastrous results. For the *China Mail* is not so much in the dark as it is, occasionally expedient to pretend.

We no longer ask for the simple disclaimer we advised on Friday. Our information from the hinterland compels us now to advise—very strongly and urgently to advise—disavowals and denials much more explicit.

We beg the Government to deny at once that the Governor went to Peking to get a lease of areas lying just beyond our New Territories, where valuable coal deposits are said to have been located, and extending as far as Whampoa.

We beg it to contradict the Chinese statement that in return for that lease the British Government has promised to help Peking against Canton, and (so cunning are these rumour-artists) that the much discussed Hongkong proclamation was devised to provoke the Cantonese to acts that could be used as a casus belli.

There are other inflammatory rumours current, but these are the worst two, and however likely they may look in the eyes of "sensible persons" among a politically agitated people they are now fermenting. That is why, not only for our good name as a nation, but to avert unobtainable passions, we want them promptly exploded as lies.

It is not for us to teach high officials their business, and we are not presumptuous enough to suppose we could do it; but if we are to take the Hongkong proclamation that the Sun Wen government must "is no time" to be taken as a basis for the Government's true belief, then we may without immediately claim to be better informed than they.

It is not due for early death. Its position is much stronger than some people realize, and Peking's weaker. Sun Wen's count on the support of four provinces and two next them, Kiangsi and Fukien, are so truly "neutral" that they act as effective buffers. Yunnan, assuming a way to the sea clear of French territory, has the best of reasons for devotion to Sun Huanan, so often looted, will be left alone by both sides, on account of its poverty. Kweichow is undoubtedly pro-Sun, though rather awkwardly placed for immediate action. Kiangsi will not fight for either south or north, but it would fight either who might invade it. As for Kwangsi, it has its internal divisions. Kwangsi, full of Cantonese merchants, and "sovereign" as being ousted as the capital by Nanning, will promptly declare for Sun as soon as he takes possession of Nanning.

Canton is expecting early developments, and the confidence of the southern Government and its friends is plainly visible.

All this is very bad for Hongkong. We want peace next door, in our own interests. Above all, we need to be on friendly terms with our neighbours. We can get this without helping them as against Peking—which we have no right to do—by proving our strict neutrality, and disproving those stories which are at present angering them.

May we not reasonably ask the Government, which has already said the rumours were "idiotic," to add convincingly that they were false?

#### UPPER SILESIA.

The sprightly contributor to whom on Saturdays these columns are surrendered seemed to think the Silesian problem a bore. No doubt there are others who feel that way, but such pregnant crises are not so lightly to be dismissed. The outcome may matter supremely to us all. We should at least endeavour to understand what is going on.

First of all, it must not be forgotten that the people of Upper Silesia, to the chagrin of the French and the Poles, declared by plebiscite ("self determination") for affiliation with Germany. Our first reflection must therefore be that Lloyd George is in the right, and that those who are disappointed with the Silesian choice are wrong to dub him pro-German. Why consent to a plebiscite if its result, gratifying or otherwise, is not to be accepted?

Secondly, "Adversarius" was wrong in likening this upset to one of the old Balkan squabbles. The issues are of vastly greater importance. Upper Silesia is rich in mineral wealth and in industries, and of great value to the whole world now slowly recuperating after the waste of war. It is asserted that the Poles have neither the means nor the capacity to develop the one or carry on the other. Even supposing that for some reason the result of the plebiscite should not count, that contention, if fairly founded, deserves at least consideration.

The Poles, for so long a subject race, have not earned our admiration by their entire conduct since the success of the Allies restored them to nationhood. They were perhaps misled by the anti-Bolshevik panic in other countries, perhaps deliberately induced to be catpaws, but their attitude toward the Russian revolutionists was too bellicose, and undoubtedly helped to consolidate the Bolshevik State, at a time when left to itself it might soon have crumbled by internal dissensions.

Woodrow Wilson would, we presume, stand for the settlement as chosen by the plebiscite. The French, apparently, who had counted on a Polish majority, and desire to miss no chance of "rubbing it in" to the Germans, desire to disregard the plebiscite and hand over Upper Silesia, and all its urban German populations, to Poland. The Poles on their part want it.

Italy and Great Britain are for abiding by the result of the plebiscite. Disturbances in the area concerned have not, they declare, affected the principle, which was included in the Treaty of Versailles, and is as sacred and binding as that treaty.

The French fear that the resources of Upper Silesia, in German hands, would be used for a war of revenge, which, the more hysterical of their newspapers declare, the Germans are even now "meditating." This does fear breed hate, and hate unreasonable conduct.

An Italian paper, "Resto del Carlino," points out that in all the peace treaties minorities of the enemy nations are embedded in the territories taken by the Allies, and that it would be unfair to deny this fact when it is favourable to the Germans.

The "Gazette de Lausanne" is pro-French, but it points out that by getting this rich province the Germans will be no longer able to plead inability to pay reparations—a point we saw scored also in one of the French comic papers.

The Poles themselves were against any subdivision of Upper Silesia so long as they counted on winning the plebiscite, the result of which seems to have surprised them.

Economic necessities would be best served by a German-Polish entente, say the Socialists of various nations, including France, but it seems little use talking of that at present.

A Dutch paper declares that if the industrial district become Polish, industry goes to ruin, that if it goes to Germany, the Poles will be permanently embittered, and suggests a postponement of the decision, by Allied occupation and administration, with a British High Commissioner.

Lloyd George has made speeches reproving the extremist partisans of the French Press, and at latest, advises their tone has been considerably subdued. But the problem itself still awaits settlement. The Supreme Council, first pledging its constituents to abide by the decision, should ask the League of Nations to settle it, as a really big test of L.O.N. efficiency.

#### LOCAL AND GENERAL.

According to *China Trade*, an interesting use has been found for the castor oil plant which grows in Kiangsi. A juice is extracted from it which is then mixed with red dye and used for stamping documents.

A Chinese was yesterday removed to the Government Civil Hospital from a house in Fraya East, suffering from opium poisoning, alleged to have been self-administered. She is now making favourable progress.

One fatal case of enteric fever and a non-fatal case of plague, both Chinese, were reported on Friday. One fatal case of smallpox, Chinese, and one non-fatal case of diphtheria, Portuguese, were reported on Saturday.

With a proposed capital of \$4,000,000, a merchant in Canton is reported to be planning to organize a steamship company to ply between Chinese ports and Japan, Hawaii, Cuba and Panama. The object of the proposed company is to capture a portion of the business that is now in the hands of foreigners.

The *Canton Times* has learnt from authentic sources that the Government has received from the British Consulate an official denial of the recent rumour that British gunboats were engaged in the transportation of munitions up the West River. This, the paper remarks, should serve to satisfy the Cantonese and put a stop to the spread of such incredible reports.

Mr. Edwin A. Stee of the firm of Messrs. Mortimer Reid and Stee died at Shanghai from an attack of heart failure. He was 43 years of age. Mr. Stee, who was a prominent figure in commercial circles, came to Shanghai from Bristol, England in 1909 and as a chartered accountant he took a position on his arrival with the China Mutual Insurance Company. In 1917 the partnership of the firm of Mortimer Reid and Stee was formed.

#### SPECIAL CABLES.

##### SHANGHAI REGATTA.

##### INTERNATIONAL EVENTS.

##### [China Mail Special.]

SHANGHAI, May 23.  
Henley regatta was held in ideal weather. England won the international eights and America the international pairs and fours. Major McBain's private aeroplane circled the grounds, dropping letters.

##### SERIOUS AFFRAY.

##### SIX SAILORS STABBED.

##### FURTHER TROUBLE FEARED.

##### [China Mail Special.]

SHANGHAI, May 23.  
In a serious affray in the Japanese colony of Shanghai six American sailors from the warship "Huron" were badly wounded with knives. One man is in a precarious condition. A recrudescence of the trouble is feared, the sailors threatening to come ashore with firearms.

##### BLIND TO DEATH.

##### MAIN ARTERY CUT.

##### NORWEGIAN'S FATAL ACCIDENT.

##### [China Mail Special.]

SHANGHAI, May 23.  
Mr. Alfred Robinson, a Norwegian while playing with a child, bradish, a Japanese dagger cut a main artery in the thigh and died.

##### LOCAL AND GENERAL.

On April 14, declares a Vladivostok exchange, there were over 1,000 carloads, or 10,000 tons, of goods accumulated in the godowns along the wharves of Eggersfeld, but exportation is delayed as steamers are scarce. The bulk of the goods is grain, equalling about 750 carloads and some timber.

Recently representatives of large Shanghai firms arrived in Vladivostok to contract with local timber merchants and sawmill owners for supplies of lumber, reports a Vladivostok paper. It is expected that about 1,000,000 cubic feet of lumber is to be prepared during May and June.

Two hauls of opium aggregating total seizure of nearly a ton were made by the Shanghai authorities during last week end. One lot of the stuff was discovered by Customs officials Sunday morning when three bags containing 120 pounds of the contraband commodity were discovered secreted in one of the life boats of the steamer "Kwang Lee" which she arrived from Hong Kong. The biggest lot—nearly 1,000 pounds—was brought to light by the inspectors when they went through trunks aboard a steamer supposed to be the personal property of certain Chinese military officials.

Inspector Appleton of No. 7, Police Station, West point this morning charged three Chinese—before Magistrate Orme with (1) having threatened a man named Chan Hing in order to induce him to join the Shun Yee Salt-fish Dealers' Guild, (2) having assaulted the said Chan Hing on Saturday, and (3) having behaved in a disorderly manner. The third charge was entered as an alternative to the second. Mr. Leo Almadia, appeared for the defence and asked for a remand. The Magistrate adjourned the case until Thursday afternoon, fixing bail in the sum of \$500 each.

Commenting on the proposed institution of a Formosan Advisory Council as a "stride towards the goal of self-government," the *Japan Chronicle* says "Considering that the new Council will be strictly advisory, that two-thirds of its members will be officials and the remainder selected from among Japanese and native residents, this stride towards the goal is a first step which is not costing a very great deal. However, there is a recognition that 25 years of intensive official government in Formosa have not had the ideal result that had been hoped for and this recognition, is something to the advantage of the Formosans."

With one previous conviction against him, a time expired banisher, was on Saturday charged before Magistrate Lindell with pocket picking on a crowded tram car on May 13. The complainant stated that defendant jostled him when the car stopped at Pedder Street, and made off with a bundle of notes but was speedily caught. Mr. Haywood for the defence, said that the defendant, a laundryman, had an unblemished character, and submitted that as there was only the word of one man against another he was entitled to a dismissal. The Magistrate convicted. When the defendant's record was read out, Mr. Haywood said that he was unaware of it when he spoke of the defendant's "good character." Sentence of three months' hard labour was passed.

#### GAP ROCK CABLE.

##### MENDED AND O.K. AGAIN.

After being out of action about six months, the Gap Rock cable was rejoined and made fit for use at 8.30 this morning, by the cable steamer now in harbour.

The job was, as may be imagined, a hard one, and incidentally very interesting. The loose end was found by the grapnel, and found to pass under a Government cable later put down. The latter had to be missed to the surface, and the under cable put and rejoined, we understand.

##### SHOP HELD UP.

##### DARING YAU-MATI AFFAIR.

##### ARMED ROBBERY ESCAPE.

An audacious robbery was committed about 10 p.m., yesterday, when a shopkeeper in Reclamation Street, Yau-mati, and his folk were closing the shop for the night. Two men walked in and bought a packet of cigarettes, tendering a counterfeit ten-cent piece in payment. When this was refused, one man produced a revolver and the other a dagger, and drove the master and his folk into a rear cubicle where the master's wife was asleep. They removed two rings, valued at \$7, from the woman's fingers and forced her to open her boxes, from which they took a \$5 bill and \$3 in small coins. Leaving the inmates with their hands tied behind their backs, the intruders then made their escape.

##### HAINAN NEWS.

##### SEVERE ELECTRIC STORM.

##### BOLT STRIKES MISSION HOUSE.

Kiungchow, May 18, 1921.

The military governor of Hainan, General Teng Yun Eng, has been absent for over a month. No doubt he is in Canton arranging his affairs. A new appointee is daily expected but never turns up. At present there are constant rumours about General Li Fok Lung and his insurgents coming down to loot Hoihow. Two companies of troops were recently sent out to await his arrival and provide a warm reception. Part of a unit of troops belonging to General Teng's army recently crossed to the Lui Chow side and became turn-coats—that is, are now for Kwangsi. The rest of the unit, located in Hainan was forthwith disbanded.

The inaugural day of the new President (the one that resides in Canton) was observed by a holiday in all the schools of this vicinity. Respect was paid the new President in a great variety of patriotic speeches.

Not long ago our one and only port of Hoihow was visited by representatives of the Pacific Mail Steamship Company. Captain Owen was in the port nearly a week establishing business connections and finding cargo.

Captain Generaux brought the first of the company's steamer—the "Caddopeak"—into port. They expect to take coolies to Bangkok on the run south and livestock to Hongkong on the return trip.

Mr. J. V. Shannon, principal of the American Presbyterian Mission High School, and family made a hurried trip to Hongkong per S.S. "Haiman" on April 28. The trip was necessitated because of health reasons. Mr. Shannon returned a week later.

Messrs. Stokley and Reid, representatives of Parke Davis and Company and Lever Bros. Soap Company, respectively, spent several days last week in Hoihow.

This vicinity was visited by a severe electric storm on Tuesday, May 10. A bolt struck a mission house, the home of Misses Skinner, Chapin and Taylor. Two of the ladies were in the house at the time, and two foreign visitors, as well as over a dozen school children, mostly small girls. The bolt came down the chimney and then followed some electric light wires. One small school girl was killed instantly and ten small children received severe shock. All these were in one room. The little girl who was killed stood near an electric light switch. The ladies both had close escapes.

The old racing pony, Cardington, is in the hands of the veterinary surgeon as the result of an accident in Great Western Road extension, Shanghai, last Monday afternoon. The approach of a motor car caused the pony to become restive at the narrow part of the road where repairs are in progress, and it backed into the car and was rather badly injured.

#### NEW LEGISLATION.

##### BILLS TO BE INTRODUCED.

It is announced in the *Government Gazette* that two new Bills will shortly be introduced in the Legislative Council.

**CROWN LANDS.**  
The first is an Ordinance to amend the Crown Lands Resumption Ordinance, 1900.

The Object and Reasons state:—This Bill contains the three following main provisions:—

(a) The customary 10 per cent allowance for compulsory acquisition is to be abolished.

(b) The compensation is to be based on the amount which the property would fetch in the open market if sold by a willing seller.

(c) No compensation is to be given in respect of any use of the land which is not in accordance with the terms of the crown lease under which the land is held.

Paragraph (c) of clause 2 is intended to present claims being made on public moneys in respect of uses of the land which are not in accordance with the terms of the Crown lease. Such claims are sometimes made, and they are generally supported by the production of permits to use the land in that particular way. Though such permits are intended to be only temporary they are often renewed from year to year for long periods, and the argument is that the Crown must be taken to have waived the breach of the Crown lease. It has also been argued that the expectation of the continued renewal of such permits must be taken into account in fixing the compensation.

Clause 3 of the Bill is intended to save existing arbitration from coming under the stricter provisions of clause 2 of the Bill.

Clause 4 and 5 are intended to get over a difficulty which sometimes occurs in the New Territories when owners, or co-owners, are absent from the Colony or cannot be found.

##### BILLS OF EXCHANGE.

The other is an ordinance to amend further the Bills of Exchange Ordinance, 1885.

The Object and Reasons state:—Paragraph (4) section 73 of the Bills of Exchange Ordinance, 1885, provides that where a Bill is drawn out of but payable in the Colony, and the sum payable is not expressed in the currency of this Colony, the amount, shall, in the absence of some express stipulation, be calculated according to the rate of exchange for sight drafts at the place of payment on the day that the bill is payable. It is not in accordance with the banking practice in this Colony. According to that practice the amount in Hongkong currency is calculated according to the rate of exchange on the actual date of payment. This seems reasonable, as exchange might vary considerably between the day when the Bill was payable and the day when it was actually paid. It is not possible to meet this difficulty by fixing exchange on the day when the Bill is payable, because the Bill might be paid elsewhere, e.g., in the United Kingdom, when no question of exchange would arise, or it might not be paid at all. The Bill is intended to amend the Ordinance so as to agree with the local banking practice.

#### WHY

##### DO WE CALL FOR "THREE CHEERS AND A TIGER?"

The connection between the word "tiger," as applied to the loud yell at the end of the conventional "three cheers," and the name of the animal itself, is not apparent until we dig back into the history of the custom and find that it originated in Massachusetts during the early part of the last century.

In 1822, the Boston Light Infantry, under Captain MacKintosh, visited Salem, Mass., and was encamped in Washington Square. During their stay, the men indulged in various kinds of sports, and on one occasion a spectator chanced to call out to one of the soldiers who was particularly rough, "You're a tiger!" The simile appealed to the men, became a catchword in the regiment, and some months later, the "tiger growl" was adopted as the official cry of the organization.

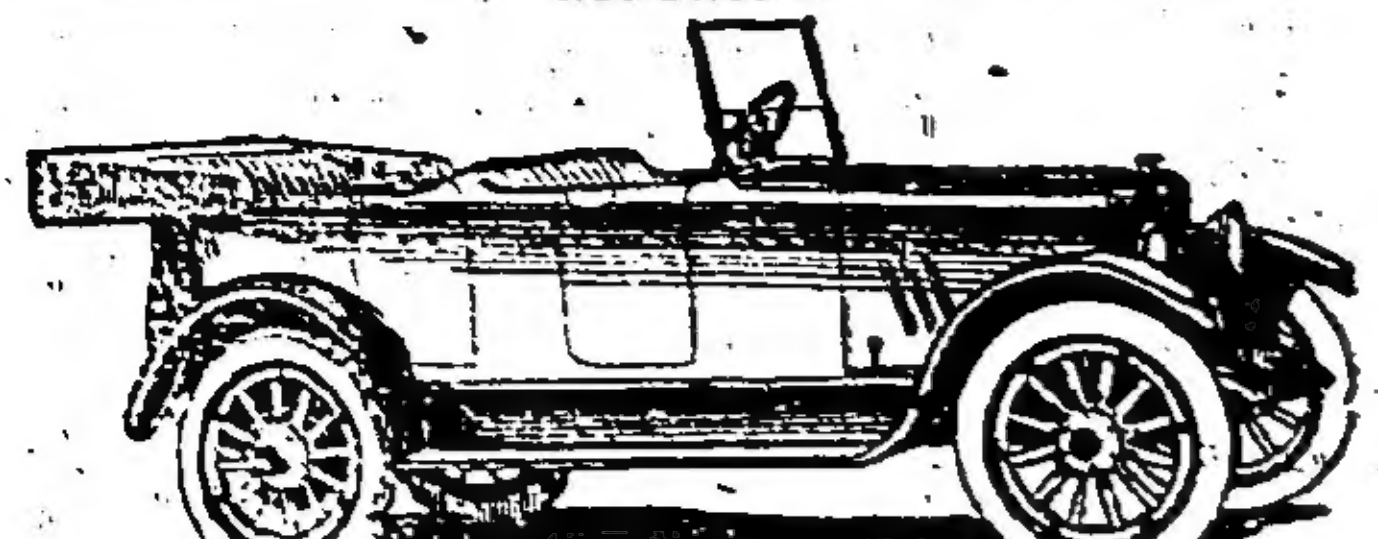
In 1826 the Light Infantry visited New York, and while there, gave the "tiger growl" at one of the public festivities in which it took part. The peculiar form of yell pleased the fancy of those who were watching the drill, and it was not long before it was adopted by the schools throughout the city, and the expression "Three cheers and a tiger" came into general use, though in later years it grew to mean any additional or more emphatic cheer.



**MERCURY MOTOR CAR**

CO.

53-51 Des Voeux Road Central, HONGKONG.



## "MUI TSAN"

AMEND CRUELTY: DISPROVED.  
WOMAN DISCHARGED WITH CAUTION.

Cruelty to a child, was alleged against a woman before Magistrate Orme at the Magistracy on Saturday.

Mr. H. K. Woo who appeared for the defence entered a plea of "not guilty." Inspector Blackman prosecuted on instructions by the Secretary for Chinese Affairs.

Dr. W. B. A. Moore, superintendent of the Government Civil Hospital, said that he examined the child on May 1, and found the following injuries: A small contused wound on the left side of the head, which had been slightly lacerated; three bruises on the forehead; two marks of caning on the face, one on the left eye and the other just below the eye; a bruise on the right cheek; about 15 marks of caning on the left shoulder; the upper arm and chest; and five marks of caning on the right shoulder and arm.

All these marks, said the witness, were recent; none of the injuries were in themselves serious. Replying to the Magistrate, the witness said that he thought the girl had been severely treated.

The girl, who gave her age as 11 years, was then placed in the witness box, but in spite of all the interpreter's attempts, very little information could be extracted from her, and all that he got out of her concerned her mistress.

In cross-examination, Mr. Woo suggested to the girl that her mistress was fond of her and treated her well.

The reply was "yes."

And you are fond of your mistress?

Yes.

The girl also mentioned several occasions on which she had been chastised by her mistress, but her evidence rather justified her mistress's action. She said that she was willing to return to the defendant.

Mr. Woo: Do you remember stealing a gold plated ear-ring some time ago?

You said it for three cents?—yes.

You got scared for that?—No.

At one time you stole 10 cents regularly for 50 days?—yes.

Were you scared for that?—No.

The Magistrate: She will be getting banished soon, if she admits all these offences!

Mr. Woo explained that his defence was that the defendant had never inflicted corporal punishment on the girl. The hearing on this occasion was administered by another woman named Sap Khoo, who lived with the defendant.

Inspector Blackman interposed that the girl had made a long statement to the Secretary for Chinese Affairs, and asked for permission to put it in.

On Mr. Woo's objection, the statement was not admitted.

Replying to further questions, the girl said that once she stole 60 cents from Sap Khoo, but the latter did not beat her for that. Her mistress had never beaten her. Sap Khoo beat her once.

Chun King-ming, an exchange broker, and a fellow tenant of the defendant, told the Magistrate that he reported to the police about the beatings the child received. He lived in the same house; he had often urged the defendant not to beat the child. He had not intended to report the matter but on one day he was informed by his children that the child was bleeding. "I could not bear this," said the witness, "so I went out to look for the police. I wanted them to warn her against beating the child. I have nothing more against her, if she is sorry for what she has done."

With regard to the beating that formed the subject of the charge, the witness declared that he could tell by the accompanying sounds that the defendant was wielding the cane. He indicated that he had lived there long enough, and had heard enough beatings, to differentiate between those administered by the defendant and by her friend.

The Magistrate: Do they often beat her?

Witness: Yes, often, but on this occasion she beat her more severely than usual. He added that she ceased to be on friendly terms with the defendant because of these beatings and because she would not listen to his protests.

Mr. Woo examined the witness as to a piece of land which he had tried to sell to the defendant, and suggested that his evidence was actuated by a grudge against the defendant in consequence of her having refused to invest any money in the property.

The witness admitted offering the land sale, but denied that there was any ill-feeling because the defendant

## OUR INFANTILE MORTALITY.

ALLEGED HIGH RATE.

QUESTIONS FOR THE SANITARY BOARD.

At the Sanitary Board meeting to be held on Wednesday afternoon, Dr. W. V. M. Koch, pursuant to notice, will ask—

With reference to the following cablegram published by Reuters—

"At a meeting of the National Council on Venereal Diseases, to which the Mission to the Far East presented its report, Mrs. Neville Rolt declared that she was never so ashamed of being an Englishwoman as she was in Hongkong, where the registered infant death rate was eight hundred higher than the birth rate, despite British occupation for eighty years."

will the Head of the Sanitary Department state for the information of the Board—

(i) Whether these figures were supplied from an official or other authorised source, or whether it is known how they were obtained?

(ii) Whether the Infantile Mortality rate of the Colony has been calculated and if so what are the latest figures available?

(iii) If such rate has not been calculated, what are the difficulties which would tend to invalidate such calculation?

At the same meeting the report on the prevalence of mosquitoes will be tabled.

## PASSENGERS.

## DEPARTURES.

Per s.s. "Tango Maru" on Saturday—  
Mr. T. Komada, Mr. M. Kojima, Mr. T. Nishikawa, Mr. K. Sato, Mr. and Mrs. I. Suzuki, Mrs. L. E. Fewkes, Miss S. Fewkes, Mr. A. H. Aldworth, Mr. W. J. Murdoch, Mr. J. A. Hyndman, Mr. Z. Karube, Mrs. N. Toda, Mr. S. Nishikawa, Mr. M. Noda, Miss F. B. Tait, Mrs. Tait, Mrs. A. H. Barlow, Mr. V. A. Digar, Mr. M. Takashima, Mrs. Y. Maubana, Mr. D. S. Tait, Master A. H. Tait, Master D. W. Tait, Mrs. R. Shierbeck, Miss C. Dunn, Capt. H. Schultz, Mr. J. H. Schultz, Mr. G. H. Kemp, Mr. J. Bennett, Mr. H. N. G. Castenskjöld, Miss N. McLean, Miss G. Foster, Mr. E. G. May, Mr. and Mrs. W. B. Clark, Miss A. Kene, Mrs. E. Kobayashi, Mrs. Kondo, Mrs. W. Ito, Mrs. T. Nagamitsu, Mrs. S. Araki, Mr. Y. Katota, Mr. C. Kobayashi, Mr. H. Nagatomi, Mr. M. Ebihara, Mr. O. Aono, Mr. M. Yamamura, Mr. Z. Kawa, Mr. K. Tanaka, Mr. T. Fujii, Mr. and Mrs. H. E. Burke, Mrs. H. Horachi, Mr. N. Tanaka, Mr. and Mrs. J. Hira, Mr. K. Higuchi, and Mr. Y. Mawari.

The first Chinese Convention in the Philippines was held recently when the Consul and merchants discussed the Book-keeping Law. The Convention decided to federate all Chinese educational institutions, and to attempt the promotion of closer relations with the Filipinos.

had refused to purchase. He reported the assault to the police so that the defendant might be warned.

The Magistrate: You did well.

Mr. Woo submitted that his client was entitled to a discharge on the ground that there was no direct evidence that she had beaten the child. She declared that it was her friend who had administered all the beating the girl had received.

The Magistrate: If she is in a cubicle and another person beats the child, she, as mistress, is a party to it.

Mr. Woo put the defendant in the witness box. She said that she had the child for over a year, during which time her conduct was very unsatisfactory. The witness never chastised the girl unless her conduct was extremely refractory, and then she would give her some light strokes, never more than seven or eight. Sap Khoo had often beaten the girl, in spite of the fact that she had advised her not to do so.

Replying to the Magistrate, Inspector Blackman said that after the case, the S.C.A. would either send the girl to the Po Leung Kok, or return her to her mother.

Mr. Woo said that his client was prepared to part with the girl. As a matter of fact, she had intended to return her to her mother last year because of her unruly nature.

The girl's mother was called, and she told the Magistrate that she had received several complaints from the defendant in connection with thefts of money by her daughter.

On the defendant's undertaking to return the child to its mother, the Magistrate discharged her with a caution.

## SPORT.

## INTERPORT CRICKET.

HONGKONG V. SHANGHAI.

Last Monday's rain in Shanghai prevented the playing of the match between the Probables and Possibles, which was to have formed the basis of the selection of the Interport team to meet Hongkong to-morrow and following days, and it is now unlikely that the team will be chosen until nearly the close of the present week.

There is no doubt that all of those to be chosen are still short of practice, and in batting, especially, during last week-end's games this was very evident, says the N.C.D. News. It is difficult, therefore, at the time of writing to suggest the whole composition of the Interport team, but one might venture the statement at once that Capt. E. I. M. Barrett, Dr. W. E. O'Hara, H. B. Ollerdesen and A. W. Hayward will be the first chosen.

With Capt. Barrett back in Shanghai and his services available, there can be no doubt but that he will lead the team. Dr. O'Hara is also a certainty, as well from his experience of the game, as his ability as a bowler. As a batsman, also, he has already got his eye in, as was evidenced on Sunday by his accuracy when meeting a good ball, as compared with a little diffidence when dealing with the loose ones. H. B. Ollerdesen is one of the best, and certainly the most crisp and stylish batsman in Shanghai. On Sunday afternoon, he showed a glimpse of his true form and gave a brilliant exhibition. Later in the afternoon, however, when fielding near the boundary, he had the misfortune to split a finger when attempting a difficult sky-stroke and as it will have to be stitched it must interfere to a great extent with his batting in the Interport event.

A. W. Hayward is taking some time to find form, but gave proof that he is regaining it by his batting last Sunday. At his best, he is one of the most difficult batsmen to get out, and in steady style accumulates runs.

F. L. Wainwright could hardly be left out of the team, for not only is he a tricky slow bowler on a wicket that suits him, but is also a good scoring batsman when well set. J. A. Quayle bowled somewhat erratically towards the latter end of last season but has since regained his length combined with a pace that two seasons ago was a great asset.

W. N. Hansell bowled decidedly well during the week-end games, and H. W. Allison not only bowled well, but showed good form with the bat on Sunday.

V. H. Lanning is evidently out of form at present, as both his batting and bowling performances this season show, but when in form there can be little doubt as to his ability as a bowler.

A. E. Lanning, always a good opening batsman with stubborn defence and a useful reserve wicket-keeper, seems also to have lost his form.

H. E. Muriel has been batting very soundly lately and is also very safe in the field. C. Brook is a very able wicket keeper and seems to have a natural instinct for that department of the game; while S. J. Deeks is safe behind the stumps and is also a dependable batsman for the early stages of an innings. Dr. Morris would always be a useful member of a team, more especially for his excellent fielding; though he can make runs at times and often takes wickets when others fail. D. W. Leach is fairly good all round, and if the improvement he showed last week-end continues, may well deserve a place.

## WIRELESS FOR PEKING.

TO COST G. \$150,000.

IN OPERATION NEXT MONTH.

The Peking correspondent of the Shanghai Times wired his paper on May 11:—At a cost of G. \$150,000, the American Government is erecting one of the largest wireless plants in China within the ground of the American Legation. It will be capable of sending messages direct to Washington without the inconvenience and delay of relaying, and it is claimed will be powerful enough to transmit messages, for that matter, to any part of the world. The towers are 350 feet in height as compared with the towers of the present plant which, even though situated on top of the wall, are but 175 feet above the ground. The present plant can transmit messages directly to Cavite and Manila but in order to get word from the Legation direct to Washington the radios must be first sent to Cavite or Manila, thence to San Diego, Cal., and thence to Annapolis. The new wireless will obviate all these delays and enable the Legation to keep in direct communication with Washington day by day. The new plant will be in operation next month. The old one will also be kept in repair for emergency use.

## NEW BATHING BEACH.

FOR KOWLOON RESIDENT.

GOVERNMENT'S STONECUTTERS' SCHEME.

Kowloon residents are to have a bathing beach provided for them at Stonecutters.

Details of the scheme, which is nearing completion, were furnished to a China Mail reporter who made an inquiry on the subject at the offices of the Public Works Department this morning. An arrangement has, it appears, been made between the Government and the military authorities for setting aside an area measuring 150 feet by 40 feet, fencing it around with barbed wire and erecting upon it dressing rooms, and a refreshment booth. Eight maided cubicles will be provided for lady bathers and 16 for gentlemen and there is to be another large maided which will be available as a common dressing room for use by large parties. Another maided structure will serve as a booth where refreshments will be sold by the military canteen.

A landing pier 60 feet in length which will carry a diving stage is being constructed, and this will be available solely for the motor launches of the Kowloon Sea Yauk Fong Ferry Company with whom arrangements have been made by the Government for a cheap ferry service between Jordan Road, Kowloon, and the new beach. A bamboo pier has already been constructed at Jordan Road and the rest of the work is being pushed ahead so as to make the beach available to the public as from the first of next month.

It was mentioned incidentally this morning that the erection of maided dressing rooms at North Point had already proved a successful venture, in spite of the wet weather, over 600 tickets had been issued since the place was opened on May 15.

## LOCAL AND GENERAL.

In response to a request by certain merchants, the Ministry of Communications has ordered two river police gunboats to patrol the Woosung waters against pirates. The complaint stated that small vessels were constantly being molested by the pirates in that vicinity.

Admiral Liu Kuan-nan, director of the Kiangnan Dock and Engineering Works, and other members of his staff have sent a strong telegram to Peking protesting against the Government's alleged action in concluding a loan with "A certain country" for \$5,000,000, with the Dock as security. The Government has been urged to change its course.

The unusual sight of an aeroplane hovering over Shanghai was witnessed last week when an Avro machine, belonging to Major W. R. McBain, appearing over the Western district, flew over the city. The machine was piloted by Lieut. E. E. Fresson, with Lieut. B. W. Leach as passenger. Major McBain has a hangar on the Hungjiao Road. The machine met with an accident some time ago, and this was the first flight since being repaired.

Vladivostok possibly will not be such an attraction this summer for Shanghai people on vacation as it has been in years past. Of ten items in the local column of an exchange from there, a Shanghai paper notes that six dealt with murders and robberies and another was the following (possibly in explanation): "The Town Council is actually paying its staff salary for the second half of March and it must, by the way, be mentioned that this is the only official institution in Vladivostok that pays its employees regularly."

At last an attempt has been made to pass a false ticket in the cash sweeps at Kiangwan, Shanghai. The report is that on Saturday last a ticket, noted as doubtful, was presented and on inquiry it was immediately discovered that the genuine article was one of a through-series bought before the meeting by a foreigner. The presented ticket was found to be a 351 instead of 35—the successful ticket, and the Mr. Get Rich Quick Wellington was handed over to the Chinese Police, from whom he was transferred to Hongkew awaiting his next journey to the Japanese Consulate.

Having been defeated in their first attack on the "Chol On," a passenger boat plying between Canton and Kowloon, pirates addressed a blackmailing letter to the captain of the boat demanding payment of \$1,000, under threat of another attack on the boat reports the Canton Times. As the captain remained silent a second attack was made on the boat last week when she was on her way to Kowloon from Canton. Fortunately, the captain had placed extra soldiers on board, a precaution which saved the boat. It did not take the soldiers long to put the pirates on the run when they attempted to carry out their threat.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

NOTICE IS HEREBY GIVEN that we have THIS DAY appointed CHARLES E. RICHARDSON our Hongkong Agent. Mr. RICHARDSON will handle all matters pertaining to U. S. Shipping Board vessels operated by FRANK WATKINSON & CO. PANY, calling at Hongkong.

H. W. BURCHARD, Local Manager.

Hongkong, May 23, 1921.

A. S. WATSON &amp; CO., LTD.

## NOTICE.

ON TUESDAY, 24th Instant, EMPIRE DAY, all departments will be open for business until 1 p.m. The Hongkong Dispensary will be open for the purpose of dispensing prescriptions until 7.30 p.m.

A. S. WATSON &amp; CO., LTD.

Hongkong, May 23, 1921.

VERENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN. (Holland-East Asia Line).

## NOTICE TO CONSIGNEES.

From HAMBURG, AMSTERDAM, LA ROCHELLE, PALICE, LISBON and GENOA.

THE Steamship "ALCHIBA,"

having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at risk into the Godowns and/or extra Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. where and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th May, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 27th May, 1921, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN L.I.N., General Agents.

Hongkong, May 23, 1921.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "TAIYO MARU,"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on Monday, 22nd May, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Monday, 30th May, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Wednesday, 1st June, 1921, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. TEUTSUMI, Manager.

Hongkong, May 23, 1921.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion, and move the bowels. For sale by All Chemists and Storekeepers.

## OBTAINABLE AT

GANDE, PRICE & CO., LTD.

8, QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. No. 135.

## NOTICES.

## PATÉ DE FOIE GRAS

We have just received a Shipment of the famous

## HUMMEL

PATÉ DE FOIE GRAS, FROM STRASBOURG.

This is the first supply since the war and may be purchased from our provision department.

Prices from \$2.00 to \$8.00.

Purée de foie gras 75 cts.

## LANE, CRAWFORD'S

Established 1850.

Telephone 1741.

## COMIC RECORDS

BY BILLY WILLIAMS,

G6000—When Father Papered the Parlour

G6001—Don't Go Out With Him To-night

G6002—I'll Lead You My Bart, Girl

G6003—Wake Up, John Bull

G6004—Here We Are Again

G6005—Mrs. E.

G6006—I've Found Kelly

G6007—You're the One

G6008—Whine the Crowl Goo

G6009—Let's Have a Long

## ANDERSON'S

(THE RECORD SHOP.)

Sole Agents—

Suzuki &amp; Co.

## SAKURA BEER

Alexandra Buildings.

Tel. 463 &amp; 467.

SALE OF

## ELECTRICAL FIXTURES

30% REDUCTION.

THE UNION ENGINEERING CO., LTD.

13, Chater Road.

## BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE &amp; CO., LTD.

8, QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. No. 135.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS: To Macao—daily at 8 a.m. (Sundays at 9 a.m.) From Macao—daily at 8 p.m. (Sundays at 9 p.m.) Excursion Sunday 22nd May, S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao at 5 p.m. Excursion Empire Day 21st May, S.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao at 5 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Jans, Oor & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMBE having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

FOR BRINDISI, VENICE AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

FOR SHANGHAI

S.S. "INNSBRUCK" Sailing on or about May 21st. Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

## OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

INDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ATLAS MARU Sailing Sunday, 12th May. Passengers' Service.

VENOS AIRS—Ride Jeddah, Santos, Mauritius, Portau & Cape Town via Singapore. Passenger Service.

CANADA MARU Sailing Tuesday, 14th June. Regular fortnightly service via Singapore.

MBAY & COLOMBO—Regular fortnightly service via Singapore.

PERING MARU Sailing Wednesday, 1st June. Regular monthly service.

MI & BANGKOK—Via SAIGON & SINGAPORE—Regular monthly service.

KISHU MARU Sailing Wednesday, 1st June. Excellent accommodation for 1st and 2nd class passengers.

ONEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

OTORIS, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU Sailing Wednesday, 23rd May. Regular monthly service.

ALABAMA MARU Sailing Thursday, 16th June. Regular monthly service.

NEW YORK Via SUEZ Sailing Wednesday, 23rd May.

ORLEANS Via SUEZ Sailing Wednesday, 23rd May.

PANAMA Via SUEZ Sailing Tuesday, 30th May.

SELUNG Via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAO Via SWATOW and AMOY Sailing Thursday, 2nd June.

For sailing dates and further particulars please apply to Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"KNIGHT COMPANION" Via Panama Canal Sailing 1st June.

"CITY OF MADRAS" Via Suez Canal Sailing 16th June.

"OCEAN MONARCH" Via Suez Canal Sailing 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS & CO., CANTON.

For freight and particulars apply to

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 112, Cornhill Road Central.

Telephone No. 23071.

112, Cornhill Road Central.

112, Cornhill Road Central.

112, Cornhill Road Central.

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112, Cornhill Road Central.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW & BANGKOK Sailing May 24, at 10 a.m.

SHANGHAI & PUHOU Sailing May 24, at Noon.

WZIHAIWEI, CHEFOO, NEWCHWANG & HUICHOW Sailing May 25, at 4 p.m.

TIENSIN Sailing May 25, at 4 p.m.

SHANGHAI AND TSINGTAO Sailing May 26, at Noon.

SHANGHAI AND PUHOU Sailing May 31, at Noon.

SHANGHAI Sailing June 2, at Noon.

SHANGHAI AND TSINGTAO Sailing June 4, at 4 p.m.

HOIHOW, PAKHOI & HAIPHONG Sailing June 5, at 9 a.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent saloon accommodation, midships. Electric Fans in Saloon and state rooms.

Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers

## PASSENGER &amp; FREIGHT SERVICE. FOR MANILA.

## VICTORIA VANCOUVER SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "WENATCHEE" Sailing May 25, at Noon.

S.S. "EDGEMORE" (Freight only) Sailing May 25, at Noon.

S.S. "ELDRIDGE" Sailing June 20, at Noon.

S.S. "WENATCHEE" Sailing July 25, at Noon.

S.S. "KEYSTONE STATE" Sailing Aug. 12, at Noon.

FOR PORTLAND DIRECT.

Calling Kobe—Yokohama.

S.S. "MONTAGUE" (Freight only) Sailing April 19th, at Noon.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

## THE ADMIRAL LINE.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

## SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama.

"WYTHEVILLE" Sailing About May 25th.

"WYNAR" Sailing About June 2nd.

For freight space and particulars apply to—

## THE BARBER STEAMSHIP LINE, INC.

THE ADMIRAL LINE, AGENTS, 5th Floor, HOTEL MANSIONS.

Telephones 2477 & 2478.

## THE ADMIRAL LINE

REGULAR SERVICE To & From SAIGON—SINGAPORE—SUMATRA JAVA PORTS.

OPERATING THE FOLLOWING U.S.B. STEAMERS

LAKE ONAWA Sailing May 25th.

GLYNDON Sailing June 20th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates. Apply to—

## THE ADMIRAL LINE.

5th Floor HOTEL MANSIONS BUILDING.

Tel. Adm. ADMIRALINE. Telephone 2477 & 2478.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Makassar and Balikpapan.

S.S. "SAMARANG MARU" Sailing on or about 2nd June.

S.S. "BORNEO MARU" Sailing on or about 21st June.

FOR JAPAN.

Ports of call—Moji, Kobe and Yokohama.

S.S. "CHERIBON MARU" Sailing on or about 7th June.

S.S. "MACASSAR MARU" Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless-Telegraph.

For further information please apply to—

K. SUZUKI, Manager, No. 3, Queen's Road Central.

Telephone No. 23071.

112, Cornhill Road Central.

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## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS

## HONGKONG TO VANCOUVER

(Via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS

Empress of Asia Sailing May 26, at Noon.

Empress of Russia Sailing June 14, at Noon.

Empress of Japan Sailing June 21, at Noon.

Empress of Asia Sailing July 7, at Noon.

Empress of Russia Sailing Aug. 18, at Noon.

Empress of Japan Sailing Sept. 29, at Noon.

Empress of Asia Sailing Oct. 15, at Noon.

Empress of Russia Sailing Oct. 13, at Noon.

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as congested as in the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.N.C. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued here, will cover all such reservations.

For Fares and other particulars please apply to HONGKONG OFFICE.

Telephone 232. Cable address: CAGANPAC.

CANADIAN PACIFIC OCEAN SERVICES LTD.

## CHINA MAIL S.S. Co., LTD.

"INCORPORATED IN U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" Sailing June 25th

S.S. "NILE" Sailing July 13th

S.S. "CHINA" Sailing August 8th

SAILING FROM HONGKONG for MANILA

S.S. "NANKING" Sailing June 13th

SAILING FROM HONGKONG for SINGAPORE

S.S. "NILE" Sailing June 25th

S.S. "CHINA" Sailing July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT & PASSENGER AGENT, FAIRVIEW BUILDING, ICE HOUSE STREET, TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT. No. 1934. No. 2161.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Mails, Light and Fire in Staterooms and Saloons, Kitchens, etc.

SWATOW, AMOY & FOCHOW

LAND RETURN, (Occupying 9 to 10 Days)

DEPARTURE

HAIPHONG Sailing Capt. W. Cooper TUESDAY, 24th May, at 11 a.m.

HAIPHONG Sailing Capt. W. O. Patterson FRIDAY, 27th May, at Noon.

HAIPHONG Sailing Capt. A. E. Stewart TUESDAY, 31st May, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

General Manager, DOUGLAS LAFRAIK & Co.

## AMERICAN &amp; ORIENTAL LINE.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ZIMBABWE BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JARVIS BAY direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD., MANAGING AGENTS.

## "ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAILA

LONDON, GLASGOW, ROTTERDAM & HAMBURG. "CITY OF BRISBANE" Sailing 10th July.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

Or to REISS & Co. Canton.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER-MAKERS, BRASS AND IRON

FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two cranes and can accommodate any craft of 300 feet long.

Town Office: 34, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 469.

Ships: 34, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 469.

Kwai-mai: 34, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 469.

For further information please apply to—

HONGKONG, April 1, 1921.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## CROWN PRINCE OF JAPAN.

LONDON, May 21st. Before departing for Edinburgh, Prince Hirohito presented the Lord Provost £100 for the city's poor, and expressed appreciation of the cordial reception. A royal salute was fired as the train steamed out.

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## HONGKONG HOTEL CO., LTD.

OPERATING:-

HONGKONG HOTEL GARAGE  
RUSSELL STREET GARAGE  
REPULSE BAY GARAGETelephone No. 32  
Telephone No. 659  
Telephone No. 681SOLE AGENTS FOR HONGKONG AND  
SOUTH CHINA FOR:-ROLLS ROYCE Cars  
STUDEBAKER CORPORATION Cars  
WHITE COMPANY Commercial Trucks  
UNITED STATES RUBBER CO. Tyres & Rubber Goods  
A. E. LEJEUNE Motor Car Mascots

HEAD OFFICE &amp; SHOW ROOM IN PEDDER STREET.

## SHIPPING.

## MARINE TRANSPORT.

## SIR MARCUS SAMUEL'S PROPHECY.

Interviewed by the Times, Sir Marcus Samuel, dealing with the significance of the internal combustion engine to ships said it was nine years ago that he foresaw and predicted the employment and the success of vessels to be propelled by internal combustion engines. At that time no British firm had built one of these ships, though the Dutch branch of the Shell Company had built the "Volcanus," the pioneer of the Dutch motorship. In April, 1912, in an article in "Fairplay" on oil fuel and internal combustion engines he foretold the future of this method of transport, and wrote that "it would be rank folly for those engaged in the trade where oil is plentiful to build steamers." In November, 1913, at the launch of the "Arum," he referred in his speech to the opening of the Panama Canal, which he said meant the opening up of large tracts of virgin land and an immense increase in the production of cereals, which within the next three years would be coming into this country. (The literal fulfilment of the prediction was only prevented by the war.) The cost of shipment, he pointed out, would be enormously reduced—by 30 per cent at least—by the employment of the internal combustion engine boat. The opening of the Canal would make the vast supplies of oil in California ton for ton cheaper than coal.

## PROVED EFFICIENCY.

The "Arum" referred to above was one of three motorships belonging to the Flower Motorship Company. Sir Marcus Samuel, finding that all the foreign builders were getting ahead, founded this company about 1912 for the purpose of encouraging the building of internal combustion engines in Great Britain. Two ships, the "Arum" and the "Arabia," were built by Swan and Hunter with engines constructed by Wigham Richardson and Company, an affiliated firm. A third ship, the "Abelia," was built by Armstrong, Whitworth, and Company, the engines being designed and built by the Wigham Slipway Company from the plans of their manager, Mr. Andrew Laing. All three ships were torpedoed by the Germans, the "Abelia" on her second voyage, but they survived long enough to prove that all difficulties had been overcome. There did not seem the most remote chance of replacing them for years to come owing to the war, and the incidence of "E. P. D." very largely caused the directors to decide to wind up the company and return the capital to the shareholders; but the Government having requisitioned the ships, the directors went to arbitration as to the price to be paid for them, claiming that they were so much more efficient than steamers, and that they were entitled to a higher rate of pay. The arbitrators, by their award, justified this claim, and the owners received 12s. 6d. per ton per month charter money, as against 10s. paid for steamers.

**MOTORSHIP ADVANTAGES.**  
Describing the existing advantages of the motorship over the steamship,

Sir Marcus Samuel said: "The advent of the internal combustion engine enables vessels equipped with them to take an enormously larger cargo than steamships, and as sure as the motor was improved so will these engines be improved. The cost of grain transport from abroad to this country will be very much reduced. The new type of ship carries no stokers, has no boilers, or spaces occupied by them and her cargo-carrying capacity is increased. I think it is no exaggeration to say, by at least 20 per cent both in weight and measurement. The effect of this reduction in the cost of grain cannot fail to be shown in the lower cost of food, but it will also naturally react very seriously on the prices obtained for home-produced grain. Finally, the development of the internal combustion engine introduces an entirely new factor into the question of the disposal of the German ships. If I am right these crafts are already obsolete. There might be a possibility of their being converted into vessels with internal combustion engines, but obviously the value of the hulls as such is much less than if they were fitted with modern machinery and capable of competing with the motor ships."

## CROSSING THE TAKU BAR.

In H. M. Supreme Court, at Shanghai, his Honour Judge Skinner Turner has given judgment in the action brought by the owners of a Chinese steamer, the "Cheng Lee," against the owners of the "Nancy Moller" for damages sustained in a collision between the two vessels off the Taku Bar on the night of March 16, 1920. His Lordship was accompanied on the bench by Captain Hartford, R.N., sitting as Nautical Assessor.

The concluding paragraph of the lengthy judgment reads: "From whatever point of view I see the matter I can come to but one conclusion, and that is that the collision was due to the negligence of the 'Nancy Moller' alone; and she is responsible. There must be judgment for the plaintiff with costs, and if the parties cannot agree, the usual reference to a Registrar and one merchant to assess the damages."

## SHANGHAI SHIPPING RETURNS.

Shanghai Shipping returns for the first three months of the year, compiled by the British Chamber of Commerce from the Customs daily returns, show the following percentage of total tonnage:

British	38.31
Japanese	29.35
Chinese	17.53
American	8.68
French	2.49

The remaining 3.64 per cent was distributed among Holland, Norway, Denmark, Russia, Italy, and Czechoslovakia.

The total tonnage entering and leaving Shanghai during the quarter was:

Entered	2,810,157 tons.
Cleared	2,821,051 "
Total	5,631,208 tons.

## LOCAL NOTES.

Captain Lefevre of the steamship "Jin Ho," reported on her arrival at Penang that he had picked up two

men from junk No. 901, which had capsized about 20 miles to the north of Penang. The junk which was laden with rice ran from Kuala Muda for Penang, and two days ago she ran into a squall and capsized. The two men who were found clinging to the junk stated that a third man swam away. Nothing further has been heard of him. The junk, which had come from Pungab, was abandoned.

Two Blue Funnel liners have arrived at Kobsichang, says the Bangkok Times. They are the "Hyson" discharging rails and case oil from New York and the Memmoq, to lead rice for Europe. The German liner "Klotz" has arrived to load part cargo rice for Europe. There is still seven large steamers in the outer anchorage, and the lighter tonnage of the port available is kept extremely busy at present. Several steamers regularly trading between here and Singapore have been engaged in lightening cargo to Kobsichang.

A very humane action on the part of a ship's captain has just come to light. Last Friday week at ten o'clock in the morning the Pacific Mail Boat, the s.s. "Lake Faulk," left Singapore for San Francisco and when she had been about four hours on her journey a Chinese stoker was badly injured through an ash bucket falling on his head. A wireless message reached Singapore shortly after two and when the ship put back into port a well known local doctor proceeded by launch and boarded the ship outside the harbour limits. The injured man was afterwards conveyed to the General Hospital and the ship resumed her voyage, after five o'clock in the evening. Considering the cost of fuel used in returning to Singapore and the speed at which the ship came back to port one must say a few words in praise of the ship's captain and officers for their kindly action.

## GENERAL NOTES.

It is reported that the Aberdeen line steamer "Altiades" has been sold to the Royal Mail Steam Packet Company.

Receipts of the Ministry of Shipping for 1919-20 amounted to £215,253,015, and the gross expenditure was £104,856,384, leaving a net balance to be handed over to the Treasury of £111,396,631.

Two ex-German sailers, the "Paul" and the "Weser," have failed to find buyers at the auction just held at Dunkirk under the auspices of the French Government. The four-masted "Fols," which was withdrawn from the sales is a magnificent vessel, and, it is said, is to be used as a training ship for the Navy.

Engineering and shipbuilding employers are no longer obliged to give their workers seven days' notice of the termination of their employment, or, alternatively, a week's pay in lieu of notice. An order just issued under the Ministry of Munitions and Shipping (Cessation) Act places them at liberty to revert to pre-war practice in the matter.

The South African liner "Arundel Castle," built by Harland and Wolff for the Union Castle Line, has left Belfast for Southampton after trials. This is the largest and most luxurious liner yet built for the Cape route, being 19,000 tons gross, 630ft. long, and has accommodation for 1,063 passengers. She has a speed of 17 knots. Geared turbine engines are installed, and her trials were very successful.

It is understood that a Los Angeles, Cal., syndicate has requested the United States Shipping Board to assign to it for operation to Honolulu and Japan the last two 535-foot passenger liners now under construction in American yards for the Emergency Fleet Corporation. If the two vessels are secured the syndicate proposes to build a chain of tourist hotels in the Hawaiian Islands, the Philippines and in Japan, assuring the passengers of first class accommodations in the Orient. Those who are behind the scheme declare that such a system would do much to popularize tours to Hawaii, the Philippines, Japan and China. They point out that the Pacific would make a striking appeal to the voyager provided adequate hotel facilities, with American cuisine, might be available at the various ports of call. The ships would be devoted to this route and would be run by the owners of the hotels.

## A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

## ARE WE A CS NATION?

## ENGLAND'S TURN OUT.

1,500,000 sick list.  
1,500,000 persons are constantly on the sick list.  
Over 13,000,000 weeks' work are lost.

3,000 mothers die in childbirth.  
60,000 infants are lost.  
These facts in each year's health statistics for England and Wales were stated by Sir Kingsley Wood, M.P., of the Health Ministry, in addressing a Westminster conference of insurance organisations and social workers on the subject "Are we a CS nation?"

There were some favourable facts in the situation, he said.  
The trend of the death-rate is steadily downward in ages.

A matter of economic value was that this improvement had recently extended to the middle years of life.

During the last 20 years there has been a remarkable fall in infantile mortality rates. In 1920 there was a sensational drop from 88 per 1,000 births to 80, and in London it was as low as 75.

In 46 weeks from June 1918 to May 1919, said Sir Kingsley Wood, there were over 150,000 deaths in England and Wales attributable to influenza.

## FOR A LAME BACK.

WHERE you have pains or lameness in the back, the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. This drives a piece of flannel slightly with this balm and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

## SUPERSTITIONS.

## FOWLS AND SNAKE BITES.

In many parts of the country the flesh of a fowl is regarded as a sure cure for snake-bite; in fact the same superstition is rather general. There are sections also where the same "folk-medicine" is recommended for rheumatism, shingles, scarlet fever and diphtheria.

There are several variations of the superstition. In some sections it is insisted that the application made should be of the raw and bleeding flesh of a fowl which has been stunned but is still alive, while in others it is sufficient that the fowl be newly killed. This superstition should read, "a cock," instead of "a fowl," and there are places where they still say that a cock should be used in case of a man and a hen in case a woman is to be cured.

The origin of the superstition is easily seen in the relation which the cock bore in Greek mythology to Asclepius, the god of medicine, and the son of Apollo, the sun-god. The cock's connection with the sun, whose first beams he hails with his crowing, made him a particularly acceptable and appropriate offering to Apollo's son.

"Sacrifice a cock to Asclepius" were the last words of Socrates. Though the ages have broadened the superstition a little so that we no longer are particular as to the sex of the fowl sacrificed, yet when we attempt to cure disease or snake-bite by the application of the flesh of a newly killed fowl we are, in effect, sacrificing a cock to Asclepius in the hope that the old Greek god will accept the sacrifice and give relief.

## DAIRY FARM NEWS.

## JUST RECEIVED

consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets,  
Haddocks,  
Kippers.

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

## ONCE BITTEN.

## HUSBAND DISAPPEARS.

## WIFE TAKES A CHANCE.

A woman asking his consent to her marrying again, Mr. Green, the magistrate at Tottenham Police Court, asked where her first husband was. Was he dead?

"I don't know," replied the woman who added that she was married in 1913. On her wedding day her husband seemed somewhat pre-occupied and absent-minded, and in the afternoon he said to her, "I am going to fetch a friend to our wedding party. I shall not be long." She had not heard anything of him since.

Mr. Green: And now another wishes to make you his wife? The Woman (shyly): Yes, and I so wish him to be my husband. Mr. Green said she could not marry again and the woman looked very disappointed.

Mr. Green: Nothing venture, nothing gain. If you like to take the risk—You may be prosecuted for bigamy and then your defence would be that you had not seen your husband for 8 years. But, well, I must not say too much.

The Woman: It is quite perfect. Mr. Green: As near perfection as matters—

The Woman: I'll take the risk. She left the court happy.



Different

You know what you've always wanted a cigarette to do. Chesterfields do it. They not only please your taste (other cigarettes do that) but they do more. They give to your smoking an enjoyment so complete so full so entirely different that there's only one way to describe it—

They Satisfy

—and the blend can't be copied!

20 for 20 cents

in air-tight packages. Also obtainable in round tins of 50, recommended.

LIGGETT &amp; MYERS TOBACCO CO.

## VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

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**THE PARIS-PYRENEES-PARIS TRIAL.** One of the most arduous of motorcycle trials. Course over 1250 miles of none the least of roads. Most of the travelling was through treacherous country roads. Rivers and streams had to be forded and steep gradients climbed. ROUTE. Start was made from Paris on the 20th ult. and via various French towns and villages to Pau, situated in the Pyrenean Mountains. From Pau to Toulouse, by the mountainous passes of the Pyrenees, and to Bordeaux by the Gironde. From Bordeaux back to Paris.

## MR. MOTORCYCLIST.

WHAT DO YOU THINK OF A TEAM OF MOTORCYCLES THAT CAN ENTER AND WIN FIRST AND SECOND PLACES AND CARRY OFF PRIZES IN SUCH A TRIAL?

## COPY OF CABLEGRAM RECEIVED.

"BIRMINGHAM. PARIS-PYRENEES-PARIS 1920 MILES MOTORCYCLE TRIAL. B.S.A. TEAM WON FIRST AND SECOND PLACES IN 40 C.C. CLASS. FIRST IN 1000 C.C. CLASS. TEAM PRIZES. PYRENEES CUP AND BORDEAUX MOTORCYCLE CLUB CUP. STOCK MODELS USED. B.S.A. CYCLES LTD. IS THIS NOT PROOF OF THE RELIABILITY, ENDURANCE AND POWER OF B.S.A. MOTORCYCLES? WOULD YOU LIKE TO OWN A B.S.A.? CATALOGUES AND FULL PARTICULARS WILL BE SENT GRATIS ON REQUEST."

B.S.A. MOTORCYCLES ARE THE LOWEST PRICED HIGH GRADE PRIME MOTORCYCLES.

WE OFFER FOR IMMEDIATE DELIVERY C.F. HONGKONG:

B.S.A. 417 cc. Model "H" AR-Chain Enclosed Transmission, Three Speed, Motorcycle ... \$950.00

B.S.A. 417 cc. Model "H" AR-Chain Enclosed Transmission, Three Speed, Motorcycle ... \$125.00

Quotations subject to changes without notice.

B.S.A. CYCLES LIMITED, BIRMINGHAM.

AGENTS: WALTER FORD & COMPANY, B.S.A.

8, Queen's Road Central.

## BIG LINER HERE.

"K.K. TAIYOMARU" ARRIVES.

NUMEROUS JAPANESE VISITORS.

One of the largest and best vessels

running between America and the

Orient, the "K.K. T. Taiyomaru,"

formerly the "Cap Finistere,"

arrived here yesterday afternoon with

several notable Japanese visitors,

including the President of the Toyo

Kisen Kaisha, Mr. Soichiro Asano and

his wife and daughter, also Mr. Z.

Yasuda, director of the Company and

a leading banker in Japan. Mr. Y.

Asano, president of the Third Bank,

and Messrs. Inoue Daigo and Ko-

nosuke, officials of the T. K. K. Com-

pany. Among the entertainments

danced in honour of the distinguished

visitors is a dinner on board the liner

on Wednesday for which invitations

have already been issued.

The "Taiyomaru" which formed

part of Japan's share of the surren-

dered German tonnage, was here a few

months ago when travelling to Japan

under her German name.

## VESSEL DESCRIBED.

The steamer, "Taiyomaru,"

formerly the "Cap Finistere," of the

Hamburg Amerika Line, was built at

Hamburg in 1911, and before the

World War was operated by that

company on its Hamburg-River

plate service, where she was a very

popular passenger steamer.

On May 12, 1921, this luxurious

steamer was put in commission, and

added to the fleet of vessels operated

in the San Francisco-Hongkong Line

of the Toyo Kisen Kaisha, after

thorough overhauling at the Mits-

ubishi Dock at Nagasaki.

The "Taiyomaru" is an eight

decked, twin-screw passenger steamer,

350 feet long, 65 feet beam, and a

depth of 35 feet. Her displacement

tonnage is 14,500. Her engines are

capable of maintaining a sea speed

of 18 knots.

Of her eight decks, six are given over for the use of first class passengers. They are in order from the top downward: Sun Deck, Boat Deck, Promenade Deck, Saloon Deck, Upper Deck, and Main Deck. For the convenience of passengers letters are used to designate the different decks: the Boat Deck being known as "A," the Sun Deck as "B," the Promenade Deck as "C," the Saloon Deck as "D," the Upper Deck as "E," and the Main Deck as "F." The accommodation for second class and Special Third Class passengers are on the Main and Upper Deck. Of these decks the Promenade Deck is noticeably spacious. All her interior corridors and passage ways are wider than is usually seen, and the light between decks, especially in the First and Second Class is better than in most steamers.

Entrance to the steamer is gained through a gangway port on the Main Deck, amidships, leading to the Lobby where may be found the Purser's Office, abaft of which is a

counter and behind which an officer will be stationed to transact business and dispense information. Opposite the Purser's Office and across the Lobby will be found the elevator which runs between the Main Deck and the Boat Deck. Along the port side of this deck are forty cabins, twenty being outside eight on inside and twenty-nine "L" shaped, the "L" extending to the outer-bulkhead in which is a port, through which both light and air enter the room.

The deck above, called the Upper Deck or "D" Deck is entirely given over to cabins, and contains besides the four luxuriously appointed suites, eighteen outside and twenty-nine "L" shaped inside cabins, all of which are connected with bathrooms, which may be obtained for exclusive or joint use. Going up one more deck is the Saloon Deck, on which are twenty-seven outside and fifteen inside cabins, besides the splendid Dining Saloon the Pantry and Saloon Galley. Adjoining the Dining Saloon are two auxiliary or private dining rooms, the three rooms being able to seat the entire passenger list at one sitting. A balcony for the orchestra opens on the

Promenade Deck, from which an attractive view of the Dining Saloon may be obtained. The Pantry and Galley are situated close to all the most modern electric cooking devices.

To refer to her cabins, all of which are situated on the three decks mentioned, much may be said in their favour, they being of fair size and all well furnished. Cabins are arranged to accommodate two, three, and four passengers respectively. Of her 430 berths 260 are "lower," the majority of which are beds, not bunks.

On the deck above the one on which is situated the Dining Saloon, will be found the Smoking Room, Ladies' Saloon, the Children's Dining Room and Play Room, and the Dark Room for photography. This deck, called the Promenade Deck, is spacious and suitable for walking, dancing, or reading or chatting in steamer chairs. The forward portion of this deck is enclosed in glass giving protection against wind and rain. Leading off the Smoking Room and abaft it is a sheltered spot called the Verandah Cafe, which should be very popular. Above this is the Boat Deck, also spacious, and suitable for promenading, and for playing deck games. On this deck will be found the Winter Garden, with its glass roof and real fountain, pot plants and rattan furniture give this room an inviting appearance. On this deck is also the Porcelain-lined Swimming Tank large enough to accommodate thirty bathers at once. The tank is approached from the Sun Deck.

On the boat deck will also be found the Laundry and the Gymnasium, the latter at present unoccupied except for a horse, on whose back one may ride, obtaining sufficient exercise to give one an appetite.

## INTERPORT CRICKET.

## THE SHANGHAI TEAM.

Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club states that the following is the telegraphed list of the selected Shanghai Cricket Team:

E. I. M. Barrett, O'Hara, H. W. Allison, S. J. Deeks H. B. Ollerdesen, (W. N. Hansell, H. E. Muriel, D. W. Leach, F. L. Wainwright, Quayle, and Bhooza. Reserves: Hayward and Billings.

## MARINE MISDOINGS.

Lai Shing, a street coolie from Chin Chow was sent to jail for six weeks by the Marine Magistrate (Lieutenant Conway Hake R.N.R.) at the Marine Court to-day for being unlawfully on board the s.s. "Tanda" without the master's permission. The defendant explained that he went on board to look for employment as a baggage coolie.

For being unlawfully alongside the s.s. "Hwah Ping," before permission had been given by the police Pang Kan Ching against whom previous convictions had been recorded was fined \$25, in default one month's jail.

## "MOI TSAL"

## A STRAITS VIEW.

The Chinese in the Straits have no doubt followed the questions and answers in the House of Commons on Hongkong "child slavery" and "Mitsal," or Moi Tsai with keen interest says the *Pingao Gazette*. In reply to the latest question, the Under Secretary for the Colonies promised to enquire of the Governor of Hongkong what the actual position is. Opinions appear to differ in China and here with regard to the practice of the "Moi Tsai," the Cantonese term. A writer in the *North China Daily News* recently defended it, on the ground that it is full of "potentialities for good, which are probably not over-balanced by the possibilities of bad." Despite the statement in the House of Commons that it is declared illegal in China, it has been pointed out that the practice seems to be general throughout that country. The *China Mail* mentions the literal meaning of the term, and remarks that every normal man fancies himself as a psychologist, and he would say to himself that if the Chinese themselves think of these girls as "little sisters," there cannot be much "slavery" about it. On the other hand, it is clear to us that it all depends upon the kind of the people these "little sisters," pitiable figures or fairly contented, have the good or ill-luck to serve, and in any event, the system is open to abuse, and no doubt is abused by many, if not the majority. Reports of cruelty to "slave girls" have been far from uncommon in China, and to particularise in Shanghai and Hongkong, refugees have been instituted in both ports, to which victims of brutality and tyranny can go. With reference to the remark that "Moi Tsai" is illegal in China, while it has been "condemned" and "prohibited" the Central Government is powerless actually to prohibit it apparently. At a recent meeting of the Legislative Council of Hongkong the Government informed an unofficial that a column would be added in the Census schedule in order to obtain the information necessary.

The Victoria Recreation Club bath is open to Ladies of the Colony on Mondays from 10 a.m. to 12 noon, and 2 to 4 p.m.; Wednesdays 9 a.m. to 2 p.m., and 2 to 4 p.m.; Fridays from 10 a.m. to 12 noon, and 2 to 4 p.m. Bank and public holidays are excepted. The V.R.C. are holding a first night fête on June 8.

From the topmost deck of all, the Sun Deck, one may take sun baths in the day time, and have an unobstructed view of the heavens at night. This deck being higher than the "Bridge" passengers have an unexcelled view of the scenery as the steamer enters or leaves harbour.

The accommodations for Second Class passengers will be found on the main and upper decks, abaft those of the first class. In this class there is accommodation for 102 passengers berthed in twenty-eight cabins. The Dining Saloon, Smoking Room, and Ladies' Lounge, on the upper deck, are quite the equal of the public rooms for first class passengers on intermediate steamers. A comfortable promenade deck is given these passengers.

The Special Third Class accommodation is situated on the main deck forward of the first class. In this class are twenty-nine cabins berthing 120 passengers. A dining room and promenade space are provided for this class on the upper deck reached by a companion way.

Other features of this steamer are: barber shops in both the first and second class rooms; service telephones in a number of cabins; thermos tank heating ventilating system; ozone generator; laundry; emergency dynamo; three hospitals; electrically driven auxiliary machinery; and an anti-rolling tank reducing side motion to a minimum.

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## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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11th July London, Rotterdam & Hamburg  
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"OANPA" 17th June Marseilles, Havre & Liverpool  
"BURYDAMAS" 10th July Genoa & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)  
"TEUCER" 25th May Victoria, Seattle and  
"TALHYRUS" 15th June Vancouver  
"TYNDAROS" 5th July

## NEW YORK SERVICE

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"ANCHISES" 21st June for London  
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For Freight and all Information Apply to

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## POST OFFICE NOTICES.

## PUBLIC HOLIDAY.

The General Office will be open on Tuesday, the 24th instant from 9 a.m. to 5 p.m. only.

There will be one delivery of Ordinary and Registered Correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Office will be open from 9 a.m. to 5 p.m. and from 9 p.m. to 11 p.m. with the exception of Kowloon Office, which will be open from 9 a.m. to 5 p.m. only and Sheung Wan Office which will be open from 9 a.m. to 5 p.m. and from 7:30 p.m. to 8 p.m.

There will be one delivery from District Offices at noon.

Telegraphic Communication with Cap Rock Lighthouse is restored.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

From	Monday, May 23.	From	Tuesday, May 24.
Manila	9 a.m.	Taipei Maru	9 a.m.
Saigon	9 a.m.	Methren	9 a.m.
Japan	9 a.m.	Tajima Maru	9 a.m.
Stages	9 a.m.	Kaga Maru	9 a.m.
Japan	9 a.m.	Nagata Maru	9 a.m.
Calcutta and Straits	9 a.m.	Morooka Maru	9 a.m.
Japan and Shanghai	9 a.m.	Iyo Maru	9 a.m.
Japan and Manila	9 a.m.	Fushimi Maru	9 a.m.
Shanghai	9 a.m.	Nielsen	9 a.m.

## OUTWARD MAILS.

For	Monday, May 23.	For	Tuesday, May 24.
Japan	9 a.m.	Heinan Maru	9 a.m.
Manila and Wuchow	9 a.m.	Kochow	9 a.m.
Philippine Islands	9 a.m.	Wytheville	9 a.m.
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Suez, Registration 9 a.m.	9 a.m.		
Pakhoi and Huiphong	9 a.m.	Agapenor	9 a.m.
Shanghai and North China	9 a.m.	Glengyle	9 a.m.
Shanghai and North China	9 a.m.	Kwongkong	9 a.m.
Straits, Bangkok, Calcutta and Aden	9 a.m.	Japan	9 a.m.
Bangkok	9 a.m.	Prometheus	9 a.m.
Shanghai, North China and Japan	9 a.m.	Alpore	9 a.m.
Hobow	9 a.m.	Kam Yung Fat	9 a.m.

TUESDAY, MAY 24.  
Laoen Samud. 9 a.m.  
Tanda. 9 a.m.  
Chungking. 9 a.m.  
Sinking. 9 a.m.  
Cheung. 9 a.m.  
Hailong. 10 a.m.

WEDNESDAY, MAY 25.  
Tientsin. 9 a.m.  
Wingching. 9 a.m.

THURSDAY, MAY 26.  
Africa Maru. 9 a.m.  
Hutchow. 9 a.m.

FRIDAY, MAY 27.  
Shanghai, North China, Japan, Canada, United States, Central & South America & EUROPE via VAN COUVER. Registration 9 a.m.  
Letters 10:00 a.m.  
Straits, Bangkok, Calcutta and Aden. Letters 10:30 a.m.

Saturday, May 28.  
Straits, Bangkok, Calcutta and Aden. Letters 10:30 a.m.  
Straits, Bangkok, Calcutta and Aden. Letters 10:30 a.m.

Sunday, May 29.  
Straits, Bangkok, Calcutta and Aden. Letters 10:30 a.m.  
Straits, Bangkok, Calcutta and Aden. Letters 10:30 a.m.

\*Correspondence bearing vessel's name only.

## ENTERTAINMENTS.



"A thing of beauty is a joy forever."  
KATHERINE MACDONALD

## "THE THUNDERBOLT"

Not Suitable for Children.

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CORONET REVIEW.

at 2.30, 5.15, 7.15 and 9.15

## THE CORONET



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TO-NIGHT! TO-NIGHT!

Harry Garey

## "OUTCAST OF POKER FLAT"

IN 6 PARTS.

Coming WEDNESDAY, 25th.

## "DAISY HARCOURT"

## THEATRE ROYAL.

## GRAND CONCERT

## BY MISCHA ELMAN

The World's Greatest Violinist.

ON FRIDAY, May 27th, at 9.15 p.m.

Prices: Reserved \$5.00; Unreserved \$4.00 and \$3.00.  
Booking now open at MOUTRIE'S.

## MISCHA ELMAN.

## NEW ARRANGEMENTS.

On inquiry to-day it was learned that an improvement had taken place in the condition of Mischa Elman whom an attack of fever obliged to abandon his performance at the eleventh hour on Saturday night.

The celebrated artist will definitely appear at the concert advertised for to-morrow and the concert which was to have been given on Saturday will take place next Friday. Saturday's tickets will hold good for the Friday's concert or, if desired, money will be returned at Moutrie's.

It is reported that martial law has been declared in Wuchow and that no boats are allowed to leave and no enter the harbour after 6 p.m.

One steamer from Shanghai to Wuchow having been delayed on the journey arrived near Wuchow one night after 6 p.m. and was fired at by Kwangsi troops. About ten passengers were killed and wounded.

The troops after firing for about two minutes found their mistake and a special permit was later granted the boat to berth at its customary pier.

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